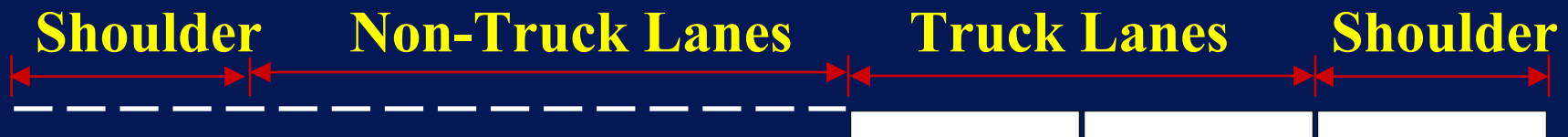




# Urban Pavement Renewal in California

Kevin Herritt, Chief  
Office of State Pavement Design  
Design and Local Programs

# Truck Lane & Shoulder Replacement Strategy



- **Replace Broken Slabs**
- **Insert Dowels**
- **Grind**
- **Seal Joints**
- **Reconstruct**
- **Dowels**
- **Rapid Set, High Early Strength Hydraulic Cement**

## **Phase II: Using extended weekend closures [55 hours]**

**⇒ Evaluate Traffic Management Techniques**

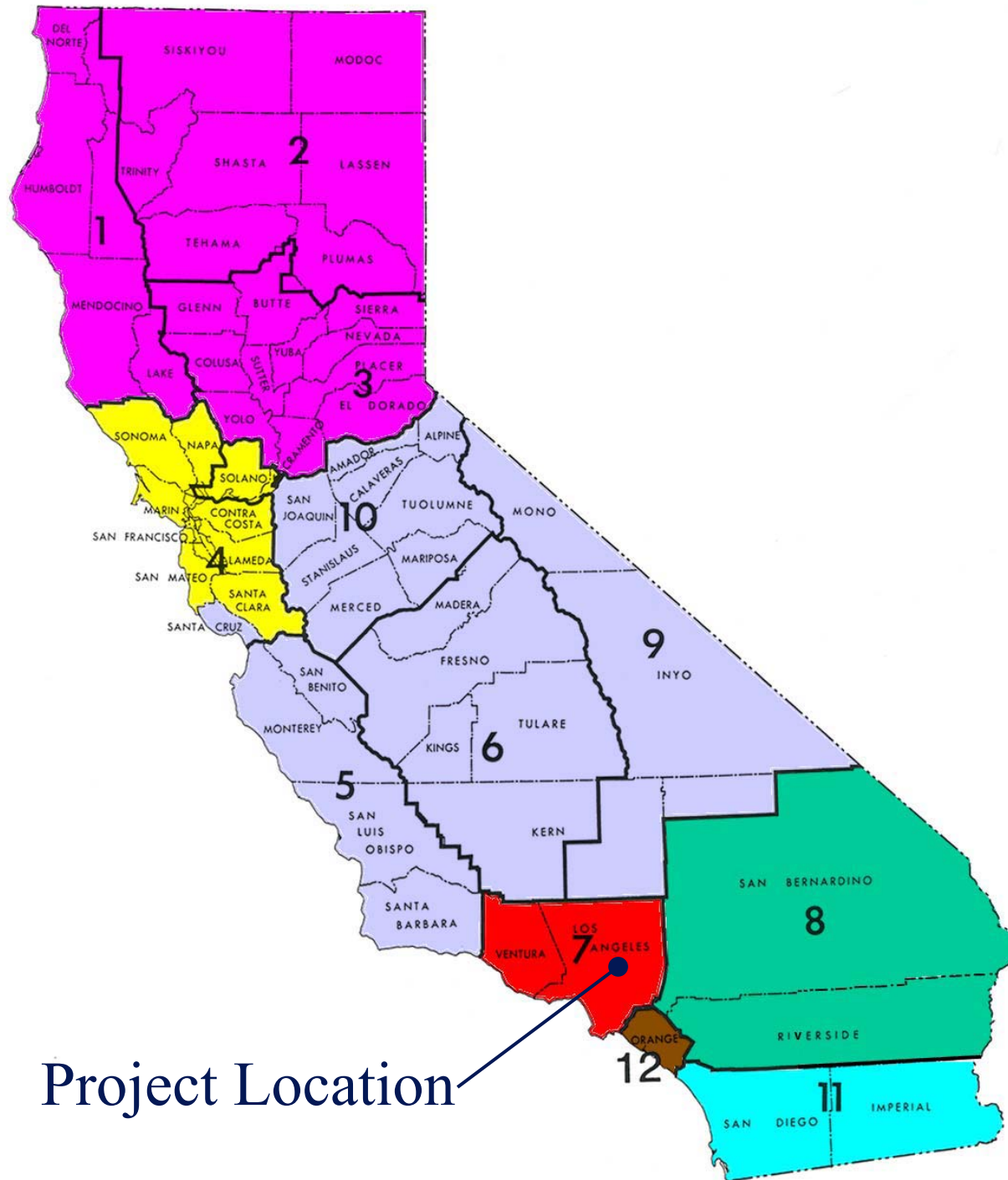
**⇒ Evaluate Construction Management Techniques**

### **Project:**

**Route 10 - Pomona**

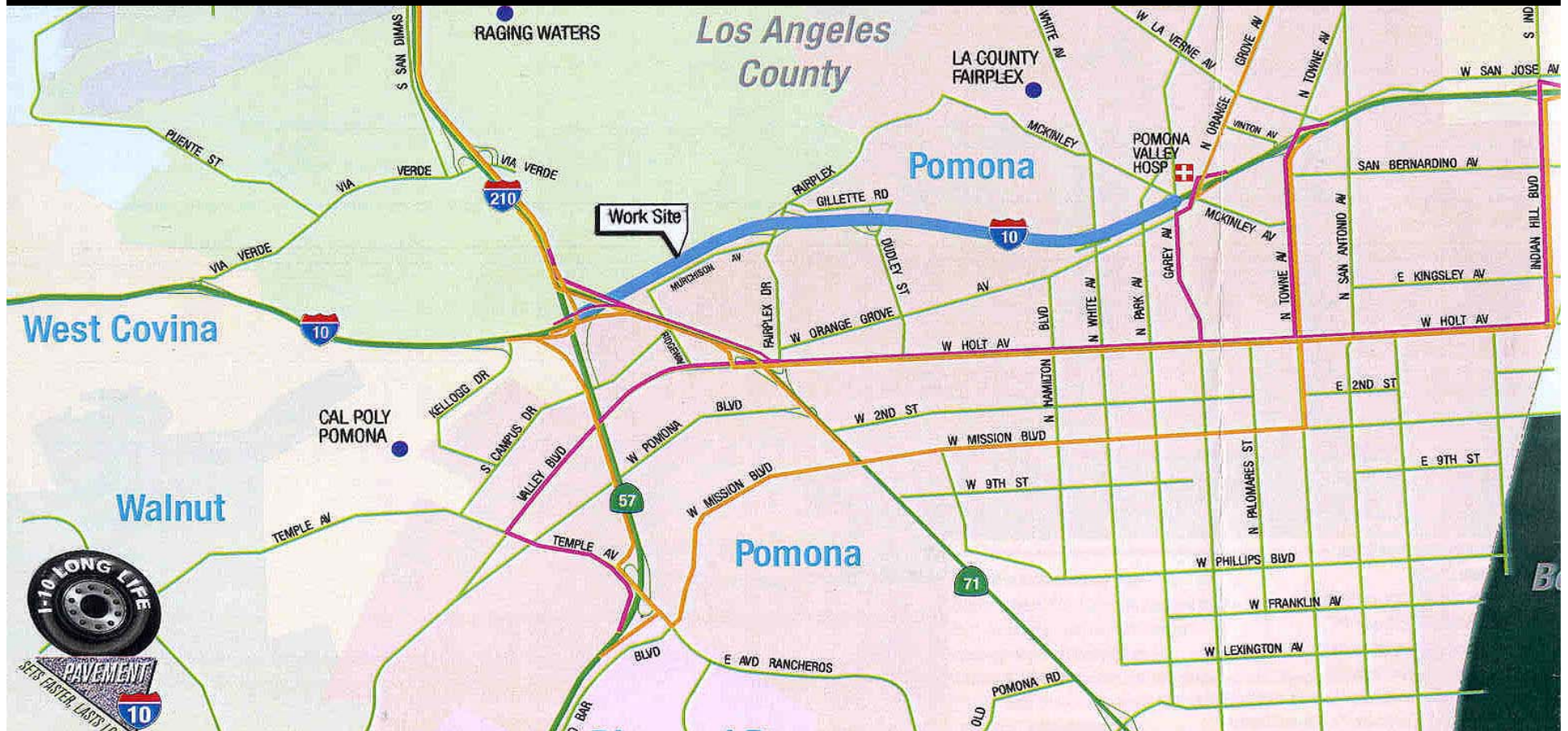
### **Unanswered Questions:**

- 1. Constructibility and production rates for material removal & placement?**
- 2. Work zone access requirements?**
- 3. Traffic diversion due to construction?**
- 4. Quality Control/Quality Assurance Program requirements?**



Project Location

- Contractor: Morrison Knudsen Corporation
- \$15.9 million to rehabilitate a 3.3 miles
- Average Daily Traffic - 240,000 vehicles
- October 22 -25, 1999
- 10 PM Friday night until 5 AM Monday morning





# Incentives & Disincentives

## PAVING:

- Target 2,000 Meters of New PCC
- Bonus \$600/meter Over 2,000 Meters
  - For Maximum of \$500,000
- Take Back \$250/meter Less Than 2,000 M

## LATE OPENING:

- \$10,000 Per Each 10-Minute Period of Time Beyond 55 Hours

















































What else was learned?













# Incident Management

## [Back-up Plan(s)]

- Traffic Monitoring Stations (including loop detectors and video cameras)
- Aerial Surveillance
- Call Boxes
- Freeway Service Patrol
- Construction Zone Enhanced Enforcement Program (COZEEP)
- Traffic Operations Centers







# Public Information

- Speakers Bureau
- Brochures and Mailers
- Media Releases
- Public Information Center
- Paid Advertising
- Visual Information (videos, slide shows, etc.)
- Telephone Hotline





# Motorist Information

- Changeable Message Signs
- Signing and Striping
- Highway Advisory Radio (HAR)



